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AVIATION WEEK No. 25, 1953



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INDUSTRY OBSERVER

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William T. Piper, who has built more civiline miqualt with conventional landing pric than my other resentations, has virtually abundanced tail whoch as force of the tricyle park, except for specialized installations such as agricultural speny planes.

• Mildley seems say the jet pod excelle designed far the Boeing B-4NC ninch was to be possible by four Albani JTI engines, as one of the deserted set post successful engine, randitions design yet accomplished Sugarions has been assist that the design, issued by UAAT, be trained to the Design JB-60 which will have two pod north examination on the Design JB-60 which will have two pod north examination.

► Pissatki Helisopter Corp., whose vice persistent, Lee Douglas, hal, much to do with the design of the jate-olde XII-17 at Kellem before Highes (Second) particular the measurples aimset, is especial developing a somewhat minder has blade? into choige.
► Pinnese Corp. Januari Division, Tarenne City, Nich., claims tide in

▶ Donas Helicopins, Inc., will get 250 kp. each out of the two Forms, go bething which are to be installed in a forthcoming captur, although commer models of the turines are seted at only 211 kp. The additional power is the result of a colorigo of the cooperate section of the making which makes possible a higher comparation ratio.

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P.Az. Tomopot Ann. reports the following 1952 opening costs for transport types from domestic airline reports (figures are direct fight and maintenance costs per aircraft sells firms, do not solided depositation). Martin, 40-4, 55 cases Courus 240, 67 costs; Douglas D.C.4, 67 costs, Douglas D.C.4, 57 costs; Douglas D.C.6, 57 costs, Lichherd 749, 59

WHO'S WHERE

In the Front Office

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AVIATION WELL May 15, 1951

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AVIATION WEEK



Hughes Takes Wraps Off Avionics Giant

The Gamble That Paid Off

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· Firm is major productr of air defense weapons. · And its annual sales now

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P. O. Wants to Cut Airmail Rates By Lee Moore

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Apr. 27, p. 17).
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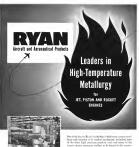
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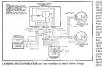
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ARMITEN WHEE May 25, 1982

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It will cost most than \$1.5 reduce against dightly more than \$1 million for the DC 68. ▶ 52 Mrk. Faster-Turbo Connessal upod of 410 mph, compared with 360 of the DC-GB. Thus more gase as right for the DC-GB. Wang spin of I longer to ble to shedd the noteman from 117 fb. 6 m; and hashed of 28 fb. 8 m; the traver, so occurrently known with is the same for both transports. But the like 68. structure as the DC6 series has been stabelity and ease propeller leads. Naember manage 175; Jan 265 Motimore gross takent weight in least or \$22,200 ft., sesses \$47,000 narelle is 4 to larger, to addition to the 21 is added by the Weight serious. cocs between a DC-7 and a DC-68 mg The nates boosts of the orbital asserbe-

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